

## **AMENDMENT**

### **IN THE SPECIFICATION:**

Please amend the paragraph starting on page 1, line 1 as follows:

The invention ~~refers~~relates to a vehicle door ~~with the characteristics of the preamble of Claim 1 as well as~~and an assembling and disassembling method for the same according to Claim ~~11~~ 11 ~~and a disassembling method for the same according to Claim 12.~~ This may involve driver, passenger, rear side or rear doors as well as both pivoting and sliding doors, in which, therefore, pivoting or sliding hinges are used for opening, for example.

Please delete the paragraph starting on page 2, line 19 and ending on line 21.

Please amend the paragraph starting on page 6, line 15 as follows:

As is best seen from Figure 2, a vehicle door 10, here a passenger door, has a support element 12 of sheet metal~~[[,]]~~ which is designed as a deep-drawn part and is essentially free of openings, or in which any openings can be tightly covered, ~~in order~~ to obtain a dry space for electrical components on the vehicle interior side of the support element 12. ~~This~~The inner side is covered by a conventional interior panel element 16~~[[,]]~~ made of plastic, for ~~instance~~example. As is further evident from Figures 1 and 2, the outer panel element 14 represents an independent component~~[[,]]~~ which is put in place on the support element 12 from the outside only after the installation of the preferably already completely equipped support element 12 in the vehicle chassis and after alignment has been performed. As is additionally visible from Figure 1, various functional parts, such as hinges 18, a closure element 20, a side-impact beam 30 and stiffening elements 24, are accessible on ~~the outside~~an outer side 12A of the support element 12.

Please amend the paragraph starting on page 6, line 29 to page 7, line 1 as follows:

In order that the vehicle door 10 can be initially installed in the vehicle chassis without ~~an~~the outer panel element 14 and aligned there, the support element 12 has a large service opening 22~~[[,]]~~ which is surrounded on the outer side 12A by ~~at~~the frame-shaped stiffening element 24, ~~on its outer side 12A~~.

Please amend the paragraph starting on page 7, line 3 as follows:

As is evident from Figures 3A-5 in detail, the stiffening element 24 ~~consists of~~includes an essentially frame-shaped structure whose spanned area corresponds roughly to the opaque part of the vehicle door 10, that is, the part not having a window pane. In the area of the A-pillar, the B-pillar and ~~for the~~ C-pillar of the vehicle, as well as in the rocker panel area (Figure 5), the stiffening element 24 ~~consists of~~includes a tube of roughly trapezoidal cross section. The sill area (Figure 4) ~~consists of~~includes a so-called shaft reinforcement 24'. In the corner areas, the four stiffening elements 24~~[[,]]~~and 24' are rigidly connected, not shown in further detail.

Please amend the paragraph starting on page 7, line 12 to page 8, line 5 as follows:

According to Figure 3A and Figure 3B, the stiffening element 24 has a continuous sealing surface 24A, ~~with which it can be joined to the outer panel element 14 in the edge area 14A.~~ An adjustable-thickness ~~spacers~~spacing element 26 of hardenable plastic, in particular of a heat-sensitive plastic~~[[,]]~~ ~~that is~~ reversible as a hot-melt-type adhesive, is used for this joint. The stiffening element 24, ~~moreover,~~ can be detachably bolted to the support element 12 from the inside with bolts 32. During the setting and alignment of the support element ~~12~~ in the vehicle chassis, the stiffening element 24 is already firmly bolted to the support element 12, while the outer panel element 14 is still absent. Conventional alignment screws for the ~~vehicle~~ door ~~10~~ are accessible from the outside through the service opening 22. After the end of ~~this~~~~the~~ alignment process, the outer panel element 14~~[[,]]~~ (which is an already ~~a~~ finish-painted deep-drawn piece of, for instance, sheet metal~~[[,]]~~) ~~is~~ provided with angled flanges 14B~~[[,]]~~ ~~and~~ is moved up to the stiffening element ~~14~~~~24~~ with conventionally known handling equipment. Previously, the outside of the stiffening element 24 or the inside of the outer panel element 14 in the area of the edges is continuously coated, at least in the area of A-, B-and/or C-pillars and the rocker panel with overdimension, with not-yet reacted and sufficiently thixotropic adhesive with filling and sealing characteristics. After the outer panel element 14 has been brought into its final position shown in Figure 3A, it is held there for sufficient time for the plastic that constitutes the spacing element 26 to adequately harden. Thus, the vehicle door 10 is closed off ~~and~~ water-tight against the outside. In case of repairs, the bolts 32 must be loosened from the inside, and the spacing element 26 ~~is~~ cut free at its narrow contact face with the support element 12 ~~in order~~ to be able to remove the outer panel element 14 together with the stiffening elements 24.

Please amend the paragraph starting on page 7, line 16 as follows:

~~Fig. Figure~~ 6 shows the embodiment of Fig. 3A, ~~[[,]]~~with exception of the spacing element ~~26~~, which ~~exists of in this embodiment~~ are two or three mechanical spacer means 26D in ~~Fig. 6,~~ being of adjustable and fixable length.

Please amend the paragraph starting on page 7, line 20 as follows:

~~Fig.~~Figure 7 shows the embodiment of ~~Fig.~~Figure 3B, ~~[[ - ]]~~with exception of the spacing element, which ~~exists of in this embodiment~~ is a heat-sensitive spacer element 26B in Fig. 7, ~~being made of a heat-sensitive plastic material like, such as a hot-melt or thermoplastic resin. An, e. g. For example, an~~ electrically operated~~[[,]]~~ heating means ~~26B~~26C being closely positioned with respect to the heat-sensitive spacer element 26B~~[[,]]~~ allows ~~to detach~~ the outer panel element 14 ~~to detach~~ upon heating action by ~~the~~ heating means ~~26B~~26C. ~~[[ - ]]~~This device and method for disassembling structural or functional parts may be advantageously by used in various other applications, particularly in the field of vehicle building and is ~~[[ - ]]~~insofar ~~[[ - ]]~~of own valuable technical meaning ~~even independently from the invention claimed in Claim 1.~~